



Friends of Archer Park Station & Steam Tram Museum Inc

URL: QldRailHeritage.com/ArcherPark

PO Box 573, Rockhampton, Qld 4700 Australia

Ph: 07 4922 2774 Fax: 07 4927 0120 E-mail: archerpark@bigpond.com.au

Volume 6 Number 3, **June 2012**

TRAM TRACKS

Date Claimers

- 13 June: *Bush Poets*, 6:00 pm to 9:00
24 June: *Family Fun Day*, 9:00 am to 1:00 pm
25 June: *School Holiday*, 10:00 am to 1:00 pm
2 July: *School Holiday*, 10:00 am to 1:00 pm
26 August: *Family Fun Day*, 9:00 am to 1:00 pm
5 September: *Bush Poets*, 6:00 pm to 9:00
24 September: *School Holiday*, 10:00 am to 1:00 pm
1 October: *School Holiday*, 10:00 am to 1:00 pm
28 October: *Family Fun Day*, 9:00 am to 1:00 pm
Last Wednesday each month, 3:30 pm: Friends monthly meeting

Friends of Archer Park Executive

President: Dot Marshall

Vice President: Wilma Coghlan

Treasurer: Ross Carter 07 4922 2774

Secretary: Phil Augustine 0429 094377

Notes On Friends' Issues

The Friends held their Annual General Meeting on 2 May, 2012 as scheduled. There was a fair roll up of local members but unfortunately not many volunteers for the Executive Committee for 2012/13. Peter Owens, our Operations Manager Arts & Heritage, attended and presided over the election.

Key resolutions from the AGM were:

- Acceptance of the President's Annual Report
- Receipt of the Treasurer's Annual Report with Auditor's Review. These showed that our financial position is sound and well managed and that Friends had contributed significant funds toward the Museum's exhibits.

The award of honorary Life Membership for meritorious service in excess of 10 years to Blair Jamieson, Bill Head, Ross Carter, John James, Dorothy Leech, and Phil Augustine.

The election of the executive committee members for 2012/13:

President: Dot Marshall

Vice President: Wilma Coghlan

Treasurer: Ross Carter

Secretary: Phil Augustine

Members of the new executive and new Life Members are to be congratulated.

Dennis Sheehan, Museum Coordinator, expressed his thanks to the outgoing committee and the Friends for their help and support over the previous year.

The Monthly meeting for April was held at the close of the AGM. However, there were no important issues to resolve and Dennis' report on Museum activities is covered elsewhere in this newsletter.

To finish on a less than happy note – a quick review since the meetings shows up to 20 people have not paid their membership of Friends for this year. We'll try to follow up with each of them in the near future. We did accept one new member – Dave Bolton – who will be volunteering through the week so you'll get to meet him.

Phil Augustine, Secretary

Museum Activities

We've had some interesting times lately.

The Family Fun Day on 29 April was a real success with over 400 visitors and a big roll up of Friends to help keep them happy. A few of our usual stallholders were missing but the big display of vintage and classic cars was an attraction while the Purrey Tram and

complimentary double decker bus rides kept particularly the young ones amused.

On Monday, 14 May we had a visit from the 'Queensland Weekender' TV crew to do a segment on Archer Park and the Purrey Tram. The crew included main presenter Dean Miller and Miss Universe Australia (2007), Kimberley Busted. Added to that was a team of Glenmore High students in period costumes as passengers for the Tram plus a few of the Friends. The Tram performed its mission well with clouds of steam at appropriate times and even starred in a segment on Channel 7 local news.

We had more publicity with a photo shoot on 15 May for a model in period costume to promote make up and hairdressing businesses.

On more mundane matters –

Dennis now has quotes from several venues for our Christmas party 7/8 December – to be discussed at next monthly meeting.

Charging the batteries on the diesel loco has been temporarily sorted by using a big generator. A 15amp power outlet is to be installed in the near future for a proper fix.

Sleeping car 1007 has been given another coat of paint by the CEM group – to match the colour of the GM's coach.

The Council of Tramway Museums Australasia (COTMA) (Archer Park is a member) will hold their annual conference in August at Adelaide. If any members wish to attend check with Dennis to see if he can register you as a representative of Archer Park.

That's all for now folks!

Submitted by collaborators Dennis and Phil

President's Report 2011/12

The year April 2011 to March 2012 has been a big learning experience for me. I'm grateful to the Friends, the Committee, and Dennis who showed me the way and forgave my gaffes.

My particular thanks go to Ross Carter and Merv Edmonston for the professionalism they brought to the Committee. Maybe the goals set by Merv have yet to be achieved but he's pointed us in the right direction.

Overall, the past year has been a good one for the Museum with as many – if not more – visitors than for the previous year. I've felt this is due partly to the publicity and promotion but

mainly to the level of service the Friends are giving our customers.

This service and the efforts in operating and maintenance of the Museum exhibits are noteworthy since there are not so many active 'Friends' and we are all getting older. Fortunately Management has been able to arrange help with some of the physical work by individuals from various work training schemes.

We did have some notable happenings through the year.

Number One was the arrival of the C17 Steam Loco from QR in May. The unloading of this new exhibit and the shunting of all our rolling-stock to place the loco created plenty of excitement and publicity. Friends made a significant financial contribution to share costs of cranes and transport with Rockhampton Regional Council.

Number two was to set a new record for visitors at a Family Fun Day – 568. This really stretched our resources so we introduced improvements in layouts, operating and rostering to make it easier on big days.

Number Three – less dramatic – was the restoration of the outside of GM's coach 434. Friends contributed funds for contract painting of the roof for safety reasons. QR contributed funds for painting and the CEM Group has restored the outside.

At this stage, I'd like to commend the efforts of particular groups. Dot Marshall and the crew who do an outstanding job in catering; Bill Head, Blair Jamieson and others for their guiding and interaction with visitors; Lynn Zelmer for his management of our Newsletter, Website and historical records; the Tram Crews for their operation of our main drawcard; and of course the Committee who manage the Friends affairs.

On behalf of the Friends, I would like to thank Dennis, Andrew, Bruce and the Managers and staff of Heritage Services for their support and forbearance in our endeavours to make Archer Park a worthwhile community service.

Phil Augustine, 2 May 2012

2011/12 Treasurer's Report*

The economic climate is still having a bearing on how we have performed during the financial year 2011/2012.

Our fundraising and soft drink sales are on a par with last year but our sales of merchandise have been on a steady decline over the last 5 years, with sales dropping by 45% since 07/08. This decline can be seen in the drop in profits on the trading account.

Our general income was \$16790.56, expenses were \$18219.13, leaving us with a net loss of (\$1428.57), with income from investment interest of \$723.48 giving us an actual loss of (\$705.09).

Extraordinary items that affected our profit and loss account are:

Donation of \$5428.25 to Rockhampton Regional Council to help transport the C17 from Brisbane.

Restoration of GM434 \$2866.50 with \$2100.00 to outside contractors painting the roof section. With the donation from QR Rail Heritage of \$1250.00 we are still in budget for the rest of the painting of carriage.

Use of Internet \$425.89, being an expense that has not occurred previously.

So when these items are taken into consideration we have ended the year in a sound position.

The only equipment purchased for the year was a new printer costing \$38.92.

An amount may need to be set aside in the next financial year to cover the restoration work on the C17.

All other expenditure is as detailed in the profit and loss statement and the Trading account, both submitted to the AGM.

The trading account for 2011/2012 (box below) shows a comparison with turnover for the previous two years.

Gross Profits	2009/10	2010/11	2011/12
Fundraising	\$4707.72	\$5580.92	\$5409.93
Soft drinks	\$763.81	\$709.66	\$811.45
Merchandise	\$1591.16	\$1343.38	\$1212.24
TOTAL TRADING	\$7062.69	\$7633.96	\$7433.62

Our book balances as at 31 March 2012 are:

General Account **\$4105.70**,

Term Deposit Investment Account **\$0.00**, this being transferred to the On Line Saver Account with a balance of **\$14,112.96**, and

Petty Cash Account **\$178.30**.

Stock to the value of **\$3325.00** is currently held.

*This report has been summarised from the full report submitted to the AGM. For further explanation please contact the Treasurer.

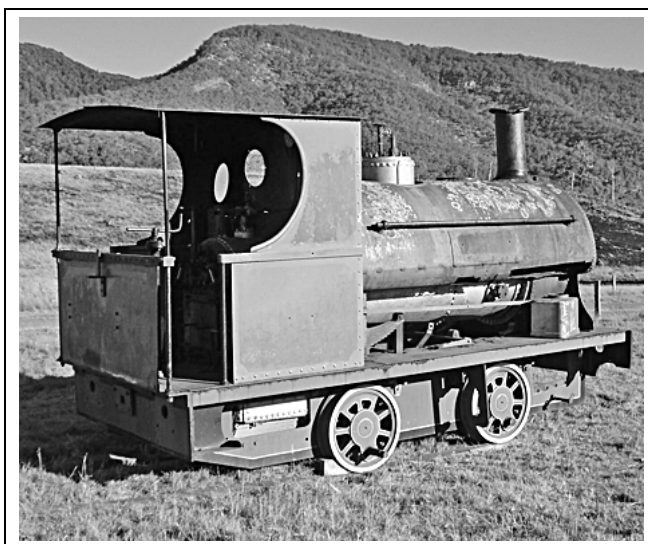
Ross Carter, Treasurer

Mount Morgan Peckett Locomotives

Mt Morgan No 4 and 5 became Mt Isa No 1 and 2. Jeff Daly from Melbourne rescued them from school parks in Mt Isa in the 1980s and had them relocated to Melbourne, where he did a lot of work collection all the missing pieces. So they are complete but not restored.

Jeff died in 2009 and his collection was sold. I purchased the 2 x Pecketts and relocated them to a farm outside Brisbane.

Geoff Dunnnett



Peckett 0-4-0T locomotive, ex-Mt Morgan and Mt Isa Mines. Geoff Dunnnett photographer.

QGR Loco Men in the 1950s, Part 1

[These recollections, by an unknown author, were received from the ATRQ and are included to recall Queensland's railway history.]

For the engineman, that is for drivers and firemen, the tucker boxes, whether the large or the small, were necessary for carrying food and essential personal items while working on steam locomotives.

In one instance of this necessity, there was an elderly married driver and as a result of some long time dispute with his wife, they did not speak to each other. When preparing for work, he would place either the large or the small tucker box on the bench for his wife

to fill it with food. Then one day there was no tucker box on the bench and she pointed to the empty space. He said "holidays"!

For most wives, life was much happier than this, but with their busy lives they had more important things to worry about and did not seek all the daily details of what the men did. They too often just needed to know if the next rostered job required the large or the small tucker box.

The 1950's was before washing machines and for most people before refrigerators; they had ice chests. Bread and blocks of ice were delivered to houses; groceries were delivered to the back door and stacked on the kitchen table. Milk was also delivered; bottled pasteurised milk or fresh cow's milk poured into a jug or basin on the front steps.

All household goods whether bought or delivered, were noted in books (tick up) and paid for on the next pay day. Families often had many children; child endowment payments were considered a welcome bonus as they were paid directly to the mothers. It was a help for meeting costs.

For most women when they got married, their employment ceased and busy married life began. Clothes had to be washed in a large open top boiler that was heated underneath by a wood burning fire. The clothes in the boiling water were regularly prodded with a piece of broom handle. Children who could crawl or walk, had to be kept away from the hot surfaces, and probably at the same time, the woman might be breast feeding a baby.

The hot clothes were lifted by the broom handle and placed in a concrete tub for rinsing and wringing by hand. Having a wooden laundry trolley with two small wheels was luxury much appreciated.

If there were children attending school, there were lunches to cut and clothes to iron. In addition to this a house had to be kept clean and tidy and three meals a day had to be prepared, seven days a week. All cooked or roasted using a wood burning stove.

For the engineman there were irregular start times and varying work durations. They were guaranteed 80 hours payment per fortnight

which might sometimes involve going to work up to 12 times. (When work was short, an engineman had to be available for everyday of the fortnight to get the 80 hours guaranteed.)

There were no set rosters; just finish one job and be advised of the next job. An engineman might tell his wife he expected to be home at 8 o'clock tomorrow night and also not to wait up for him because trains often ran late. A finish that was two hours one minute late was rewarded with a meal allowance of 6 Shillings, and if it was six hours one minute late the payment was 12 Shillings. There was also an extra payment for night work between 8pm and 6am; for each hour the payment was sufficient to buy a postage stamp.

A request to the roster clerk for special consideration because a wife was sick might be told 'the railway employs you, not your wife'. Though there was a range of special considerations. A Loco man's wife in her last week of pregnancy would be rostered on local yard shunts.

While temporary transfers were compulsory, every one took their turn; single men first and men over 55 were exempt. Special consideration was often extended to get an engineman home in a hurry if his wife, child or parent was suddenly taken to hospital and in a serious condition, or close to death. The load would be reduced sometimes to engine and van; and the driver told to use his discretion and to exceed speed limits wherever possible.

Control would hold trains to be crossed and the emergency train given a run through without stopping. (This was done with a departmental guarantee that such feats would not be used to increase work loads.) It often involved exceptional skill and tenacity of drivers, firemen and guards, sometimes for journeys exceeding 80 miles. They did it for a fellow railwayman. Some exceptional travel times were achieved and among railway men these were events often discussed. It did not happen often but when it did it was a noteworthy event.

[To be continued]